

CLASSIFICATION **SECRET** -COUNTRY East Germany                      REPORTTOPIC Merseburg Airfield

25X1

EVALUATION                      PLACE OBTAINED                     

25X1

DATE OF CONTENT                     DATE OBTAINED                      DATE PREPARED 13 June 1955REFERENCES                      This is UNEVALUATEDInformation                     PAGES 3 ENCLOSURES (NO. & TYPE)                     REMARKS                     

1. The following air activity was observed at Merseburg airfield between 16 April and 4 May 1955:

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16 April. Between 2100 and 2300, the two Il-28s stationed at the field made flights from 60 to 80 minutes' duration. Landing lights were used by the aircraft.

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17 April. No flying was observed.

18 April. From 0550 until 1740, jet fighters practiced individual flying. Between 2025 and about midnight, jet fighters and Il-28s were observed practicing night flying.

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19 April. Between 0800 and 1730, jet fighters flying individually and in elements of two made cross-country flights. From 2030 to about midnight, 2 Il-28s were observed aloft.

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20 April. Between 1000 and 1100, MiG-15s and U-MiG-15s made four local flights. Two Il-28s practiced night flying from 1945 until midnight.

21 April. Between 0810 and 1400, jet fighters practiced local flying. Night flying was done by jet fighters and the two Il-28s between 1900 and about midnight.

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22 April. From 0830 to 1400, some jet fighters practiced flying in elements of two, while others practiced firing at tow-targets towed by a MiG-15 or U-MiG-15. Between 2000 and 2200, individual aircraft made local flights. The aircraft lights had been switched on and the runway was illuminated by searchlights placed north and south of the runway end. A total of 2 Il-28s and 36 jet fighters were counted at the field. Four MiG-15s and U-MiG-15s belonging to the alert flight were parked near the eastern end of the runway.

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The fact that 10 to 12 jet fighters of a newer type had arrived at the field was also indicated by the appearance of ~~one~~ Soviet colonel, three lieutenant colonels, and one major, who had not been seen previously at the field and in Merseburg. It was noted by continuous observation of all aircraft activity on 22 April, that the engine of every third aircraft stopped after landing and apparently could not be restarted. These aircraft were subsequently towed away. No explanation can be given for these engine stoppages.

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Between 16 and 22 April. From 10 to 15 Li-2s made daily intermediate landings at the field. After a stop-over of 30 to 40 minutes, the planes took off again headed northeast. It appeared that these aircraft were discharging cargo in the southeastern corner of the landing field.

23 April. From 0800 to 1530, formation flights in elements of two and five were made. Jet fighters took off for firing practices on tow-targets in the area northeast of Bitterfeld. At 1530, an Il-28s accompanied by a MiG-15 or U-MiG-15 took off headed to the northeast.

24 April. There was no flying.

25 April. At 0617, four MiG-15s and U-MiG-15s practiced formation flying until 0731. At 1050, two MiG-15s or U-MiG-15s left toward the northeast. Between 1255 and 1515, an Il-28 made local flights at a high altitude. At 1825, an Il-28 accompanied by a MiG-15 or U-MiG-15 landed. It was noticed that the Il-28 had a tail gun position fitted with a twin-barrelled weapon which was estimated to be 20 mm. Local flights were made continuously by MiG-15s or U-MiG-15s from 1903 until after midnight.

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26 April. From 0800 to 1400, local and formation flying in addition to air-to-air firing was practiced. Formation flying was done in elements of two and five. The two Il-28s each accompanied by MiG-15 or U-MiG-15 were also seen aloft.

28 April. Air-to-air firing was practiced between 0905 and 1710. The firing was done by four groups of aircraft, each group consisting of one MiG-15 or U-MiG-15 towing a tow-target and four MiG-15s or U-MiG-15s firing at the sleeve. A total of 34 jet fighters was counted. The two Il-28s were not observed. Between 1940 and 1950, two aircraft circled over the field.

29 April through 3 May. No air activity was observed. About 34 jet fighters were seen at the field.

4 May. From 0830 to 1500, MiG-15s and or U-MiG-15s practiced firing at tow-targets towed by a MiG-15 or U-MiG-15. The tow line was about 200 meters long, and the target was cylindrical in shape, 8 meters long and 27 cm in diameters, and consisted of white cloth. The aircraft towing the tow target took off first and after about 30 seconds an element of two would take off together with the second aircraft of the element maintaining a position 10 to 50 meters to the right rear of the first aircraft. Hits were noticed on the targets and some had fragments of cloth missing. The sleeve targets were released by the towing aircraft from an altitude of 50 to 60 meters between the runway and the southern taxiway. Between 1500 and 1540, about 25 jet fighters which left toward the north were observed taking off. After they had left, a total of 10 MiG-15s or U-MiG-15s were seen at the field, five of which were parked as the alert flight at the eastern end of the runway while the remaining five were parked in the southeastern corner of the field.

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[redacted] jet fighters of a newer type. These aircraft also differed from the other aircraft [redacted]

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2. A Kniferest radar set was observed in the southeast corner of the field. A decimeter-wave antenna was noticed 30 meters northeast of the Kniferest set, and about 100 meters north of it was an umbrella-type antenna. <sup>2</sup>
3. The barrels of six AA guns were seen at an AAA emplacement. The guns which were covered with tarpaulins were estimated to be 76.2 mm. <sup>3</sup>

4. Between 23 April and 2 May 1955, the following numbers of railroad tank cars were observed at the airfield: 25X1

Date	Number of RR Tank Cars
23 April	8
25 "	6
28 "	9
29 "	5
30 "	3
2 May	3

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1. [redacted] Comment. Merseburg airfield is still occupied by the headquarters of a fighter division and one fighter regiment. Mainly firing on tow-targets was practiced and training flights were made in connection with two Il-28s stationed at the field until 28 April 1955. A total of 34 jet fighters was counted at the field. The increase in the number of aircraft stationed at the field was reported previously. [redacted]. The reinforcement was also indicated by the arrival of shipments at the field and the observation of new personnel in the area of the military post. MiG [redacted] was last observed at Puetnitz in 1954. [redacted] is reported for the first time; all the other aircraft numbers were observed previously in Merseburg. [redacted]

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